

IN THE SPECIFICATION:

Please amend page 10 under the BRIEF DESCRIPTION OF THE DRAWINGS as follows:

BRIEF DESCRIPTION OF THE DRAWINGS

[0036] The invention will now be explained more closely by means of the four drawing figures:

[0037] Fig. 1: a three-dimensional schematic representation of a fifth wheel with closing hook, closing bar, and grease cartridge arranged thereon;

[0038] Fig. 2: a three-dimensional view of a closing hook looking opposite the direction of travel;

[0039] Fig. 3: a three-dimensional view of a closing hook looking in the direction of travel; [[and]]

[0040] Fig. 4: a three-dimensional view of a closing bar, and [[.]]

[0040.5] Fig. 5: a three-dimensional schematic representation of a fifth wheel with a closing hook, closing bar, and grease cartridge arranged thereon, with a variable control mechanism comprising an engine control mechanism.

Please amend paragraph [0046] as follows:

[0046] The control mechanism 11 is a process computer, which is likewise hooked up via data cables 21 to a pressure sensor 13. When the trailer is mounted, it exerts a load on the fifth wheel 2. This load status is sensed by the pressure sensor 13, goes as a

metered value into the variable control mechanism 11 and is processed there. As a result, the variable control mechanism 11 when a trailer is present puts out a control signal at its data output to open the valve control mechanism 12. When a trailer is not mounted, on the other hand, the valve control mechanism 12 is placed in a closed position, so that no grease gets out of the grease cartridge 9. Thanks to this procedure, the grease consumption is even further reduced. In Fig. 5, the variable control mechanism 11 comprises an engine control mechanism 26.

Please amend page 14, the List of reference numbers, as follows:

List of reference numbers

- | | |
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| 1 | closing mechanism |
| 2 | fifth wheel |
| 3 | coupling plate |
| 4 | closing hook |
| 5 | closing bar |
| 6 | grease reservoir |
| 7 | lubricating line |
| 8 | sliding coating |
| 9 | grease cartridge |
| 10 | drive unit |
| 11 | variable control mechanism |
| 12 | valve control mechanism |
| 13 | pressure sensor |
| 14 | wearing ring |
| 15 | contact surface of closing hook and kingpin |
| 16 | bearing hole of closing hook |
| 17 | direction of driving |
| 18 | contact surface of closing hook and closing bar |
| 19 | contact surface of closing bar and closing hook |

- 20 bearing hole of closing bar
- 21 data cable
- 22 bearing opening
- 23 lubricating channel
- 24 closing opening
- 25 rear leg of closing hook
- 26 engine control mechanism